

these trucking certifications. The bill went to the President's desk, and he signed it.

Then we had folks come back. We had advanced practice nurses, we had physicians' assistants, we had folks working throughout the VA healthcare system who said: You know what, we, too, are licensed to provide these physicals; and if you change the language, we, too, will be your partner in serving veterans.

Again, JULIA BROWNLEY on the Democrat side; I on this side; my ranking member; Ms. NORTON; my chairman here, Mr. GRAVES; we came together and now we have a further improvement to language that the rules are still being crafted for down at DOT.

Mr. Speaker, folks don't think there is cooperation in this Chamber. Folks don't think that we are able to work together in this Chamber. This is an example of what goes on every single day. Constituents raise problems. Republicans and Democrats get together to solve those problems.

I am so grateful to my friends on the committee for their leadership to get this done. To Ranking Member DEFAZIO and Chairman SHUSTER, I thank them as well for their leadership.

Ms. NORTON. Mr. Speaker, I yield 2 minutes to the gentleman from California (Mr. AGUILAR).

Mr. AGUILAR. Mr. Speaker, I want to thank the gentlewoman for yielding.

Mr. Speaker, far too often our brave servicemembers return to civilian life only to find that the skills they have gained in military service do not easily transfer to the job market. These brave men and women who have worked tirelessly to keep their country safe deserve to know that they can thrive here after their service is complete.

For that reason, Mr. Speaker, I rise in strong support of the Jobs for Our Heroes Act. Among other critical initiatives to help our servicemembers find civilian employment, this legislation contains my bill, the ADVANCE Act.

The ADVANCE Act will allow Active-Duty servicemembers, reservists, and National Guardsmen to access the same unique testing standards for commercial driver's licenses granted to veterans by the latest surface transportation bill.

This commonsense legislation will allow those serving our country to begin the process of finding civilian employment before they finish their term of service, allowing them to hit the ground running upon reentering civilian life. Our Nation's heroes deserve to know that the process of transitioning out of the military will be seamless, and this bipartisan legislation will help ensure that is the case.

I want to thank the ranking member, the chairman for their leadership. I also want to thank Senators WARREN, CORNYN, and TILLIS for guiding this bill through the Senate. I urge my colleagues here in the House to vote in favor of this today.

Mr. GRAVES of Missouri. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this bill marries two priorities: jobs for our veterans. So many come back, and they have had training, yet we are finding that we can't always find jobs for them. Here are jobs where there is a chronic problem, tough jobs, jobs which require people to be away from home, often for long hours, jobs that do not pay as well as some other jobs. So there has been a chronic shortage.

This bill serves both purposes, and it serves our Nation very well.

Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I would urge my colleagues to join me in supporting this important legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 1393.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays. The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

NO HUMAN TRAFFICKING ON OUR ROADS ACT

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1532) to disqualify from operating a commercial motor vehicle for life an individual who uses a commercial motor vehicle in committing a felony involving human trafficking.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1532

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "No Human Trafficking on Our Roads Act".

SEC. 2. LIFETIME DISQUALIFICATION WITHOUT REINSTATEMENT.

Section 31310(d) of title 49, United States Code, is amended—

(1) in the heading, by striking "CONTROLLED SUBSTANCE VIOLATIONS" and inserting "LIFETIME DISQUALIFICATION WITHOUT REINSTATEMENT";

(2) by striking "The Secretary" and inserting "(1) CONTROLLED SUBSTANCE VIOLATIONS.—The Secretary"; and

(3) by adding at the end the following:

"(2) HUMAN TRAFFICKING VIOLATIONS.—The Secretary shall disqualify from operating a commercial motor vehicle for life an individual who uses a commercial motor vehicle in committing a felony involving an act or

practice described in paragraph (9) of section 103 of the Trafficking Victims Protection Act of 2000 (22 U.S.C. 7102(9))."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include extraneous material on S. 1532.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, human trafficking is a terrible crime with an estimated 20 million victims worldwide. It is incumbent upon Congress to take the steps necessary to combat this crime whenever possible.

Just this past summer there was a case in San Antonio in which 10 people died while being illegally trafficked in a commercial motor vehicle. Drivers have been the first line of defense in helping identify and report these sorts of activities within the trucking community. We need these drivers to stay vigilant and we need to weed out the bad actors.

In addition to the criminal penalties, drivers who knowingly take part in human trafficking should never again be able to drive commercially. Current law prohibits an individual from operating a commercial motor vehicle if they are convicted of one of nine different crimes, including alcohol abuse, negligent manslaughter, and drug trafficking.

S. 1532 disqualifies individuals from operating a commercial vehicle for their lifetime if they ever use that commercial vehicle to commit a felony involving human trafficking.

This bipartisan bill passed the Senate with unanimous consent, and I would like to commend Mr. KATKO for his leadership on the House version of this bill, and I would urge my colleagues to support S. 1532.

Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I am pleased to rise in support of S. 1532. This legislation institutes a lifetime ban from operating a commercial motor vehicle for any individual who has used such a vehicle to commit human trafficking.

In the summer of 2017, 10 people died in San Antonio, Texas, in the process of being illegally trafficked in a truck at Walmart. That horrendous incident served as a stark reminder that the transportation sector can be exploited for heinous acts.

Since 2007, the National Human Trafficking Hotline has received reports of more than 22,000 sex trafficking cases inside our country. In addition, it has received over 5,000 reports of individuals who have been coerced into forced labor or indentured servitude.

The National Center for Missing and Exploited Children estimates that one of every six runaway children who was reported to them last year had become victims of sex trafficking.

The FMCSA currently prohibits any individual from operating a CMV for life if he or she is convicted of committing specific crimes, including negligent manslaughter and drug trafficking. This bill ensures that the FMCSA also takes action against perpetrators who use their CMV to commit “severe”—and that is the operative word—forms of sex trafficking, as defined by the Trafficking Victims Protection Act.

The Committee on Transportation and Infrastructure reported an identical bill, H.R. 3814, to the House by a voice vote in November. This legislation takes important steps to reduce human trafficking in the transportation sector.

Mr. Speaker, I urge my colleagues to join me in supporting this important bill, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 3 minutes to the gentleman from New York (Mr. KATKO).

Mr. KATKO. Mr. Speaker, I would like to thank my colleague for yielding.

Mr. Speaker, I am proud to rise in favor of S. 1532, the No Human Trafficking on Our Roads Act. This bipartisan, bicameral bill strengthens our Nation's efforts to combat human trafficking.

As a former organized crime prosecutor for two decades both on the Northern border and on the Southern border, I have seen firsthand the horrors of human trafficking. Too often, human traffickers take advantage of our Nation's transportation network to transport their victims from one location to the next.

The U.S. Department of Transportation and the transportation industry play a critical role in preventing and stopping these heinous exploitations. I want to commend the trucking industry for their commitment in training drivers to identify instances of human trafficking through organizations like Truckers Against Trafficking.

Truck drivers are often a critical asset in helping law enforcement identify victims who otherwise might go unseen. However, an isolated few individuals have taken advantage of their position to illegally traffic innocent people. We must stop this from occurring.

Earlier this year, alongside my good friend, Congresswoman ESTY, I introduced H.R. 3814, the identical House companion to this bill. While the vast majority of our Nation's truck drivers

are hardworking, honest men and women, our bill is necessary to ensure that the select few who commit these crimes are brought to justice.

I am grateful for the chairman's support in moving our bill through the Transportation and Infrastructure Committee and bringing this important issue before the floor of the House. I would also like to thank outside organizations, like the National District Attorneys Association, for supporting this legislation.

Again, I would like to thank Representative ESTY and Senators THUNE and KLOBUCHAR for their bipartisan, bicameral leadership in this matter.

Ms. NORTON. Mr. Speaker, this is another example of what bipartisanship can achieve in the House of Representatives, unlike, sadly, the tax bill that was just passed just before us in the House of Representatives here this afternoon.

Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I would urge my colleagues to join me in supporting this important legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 1532.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

COMBATING HUMAN TRAFFICKING IN COMMERCIAL VEHICLES ACT

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1536) to designate a human trafficking prevention coordinator and to expand the scope of activities authorized under the Federal Motor Carrier Safety Administration's outreach and education program to include human trafficking prevention activities, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1536

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Combating Human Trafficking in Commercial Vehicles Act”.

SEC. 2. HUMAN TRAFFICKING PREVENTION COORDINATOR.

The Secretary of Transportation shall designate an official within the Department of Transportation who shall—

(1) coordinate human trafficking prevention efforts across modal administrations in the Department of Transportation and with other departments and agencies of the Federal Government; and

(2) in coordinating such efforts, take into account the unique challenges of combating human trafficking within different transportation modes.

SEC. 3. EXPANSION OF OUTREACH AND EDUCATION PROGRAM.

Section 31110(c)(1) of title 49, United States Code, is amended by adding at the end the following: “The program authorized under this subsection may support, in addition to funds otherwise available for such purposes, the recognition, prevention, and reporting of human trafficking, while deferring to existing resources, as practicable.”.

SEC. 4. EXPANSION OF COMMERCIAL DRIVER'S LICENSE FINANCIAL ASSISTANCE PROGRAM.

Section 31313(a)(3) of title 49, United States Code, is amended—

(1) in subparagraph (D), by striking “or” at the end;

(2) by redesignating subparagraph (E) as subparagraph (F); and

(3) by inserting after subparagraph (D) the following:

“(E) support, in addition to funds otherwise available for such purposes, the recognition, prevention, and reporting of human trafficking; or”.

SEC. 5. ESTABLISHMENT OF THE DEPARTMENT OF TRANSPORTATION ADVISORY COMMITTEE ON HUMAN TRAFFICKING.

(a) ESTABLISHMENT.—The Secretary shall establish an advisory committee on human trafficking.

(b) MEMBERSHIP.—

(1) COMPOSITION.—The Committee shall be composed of not more than 15 external stakeholder members whose diverse experience and background enable them to provide balanced points of view with regard to carrying out the duties of the Committee.

(2) SELECTION.—The Secretary shall appoint the external stakeholder members to the Committee, including representatives from—

(A) trafficking advocacy organizations;

(B) law enforcement; and

(C) trucking, bus, rail, aviation, maritime, and port sectors, including industry and labor.

(3) PERIODS OF APPOINTMENT.—Members shall be appointed for the life of the Committee.

(4) VACANCIES.—A vacancy in the Committee shall be filled in the manner in which the original appointment was made and shall not affect the powers or duties of the Committee.

(5) COMPENSATION.—Committee members shall serve without compensation.

(c) AUTHORITY.—Not later than 9 months after the date of enactment of this Act, the Secretary shall establish and appoint all members of the Committee.

(d) DUTIES.—

(1) RECOMMENDATIONS FOR THE DEPARTMENT OF TRANSPORTATION.—Not later than 18 months after the date of enactment of this Act, the Committee shall make recommendations to the Secretary on actions the Department can take to help combat human trafficking, including the development and implementation of—

(A) successful strategies for identifying and reporting instances of human trafficking; and

(B) recommendations for administrative or legislative changes necessary to use programs, properties, or other resources owned, operated, or funded by the Department to combat human trafficking.